

Completed MAP Team Projects

1. *SR 9, SR 2 Interchange (I/C Modification)*

This project addresses the increasing congestion and accidents surrounding the interchange by ramp realignments, on-ramp signals, and construction of right turn lanes. Addressing these, transportation needs resulted in impacts to wetland resources. These impacts required a permit action from the US Army Corps of Engineers (Corps) and Washington State Department of Ecology (Ecology). The MAP Team received the complete application in January 2004. The Corps Nationwide Permit (NWP) was the critical path permit. The NWP authorization was issued on February 19, 2004. As a result, all project permits were completed 67 days before contract advertisement.

2. *SR 20, Oak Harbor NCL to Frostad Road Vicinity*

The purpose of this Island County project was to improve safety within this high accident corridor. The construction of left turn lanes and passing lanes resulted in unavoidable impacts to wetlands and other sensitive resources requiring permit actions by the Corps, Ecology, and Washington State Department of Fish and Wildlife (WDFW). In an effort to avoid a delay, the MAP Team accepted this project 40 days before contract advertisement. On February 11, 2004 a complete application was received which began the permit review and authorization process. The critical path permit, a Corps NWP, was completed on March 23, 2004; therefore, all permits were acquired by the time of contract advertisement.

3. *SR 203, Skykomish River Bridge - Scour Repair*

This project will preserve and protect the bridge footing by preventing further scour damage from occurring. The completion of construction work will occur at the low flow time of year, thereby eliminating the need to work below the active waterline. The MAP Team accepted this project approximately 53 days before the contract advertisement in an attempt to avoid a delay. Permit actions on this project included review and authorization by the Corps, WDFW, and Ecology. The team received a complete application on February 19, 2004. The authorization of the critical path permit took place on March 23, 2004. Attainment of project permits occurred 21 days prior to contract advertisement.

4. *SR 544, East Fork Johnson Creek Bridge -Scour Repair*

This project will preserve and protect the bridge footing by preventing further scour damage from occurring. Confined access at this location requiring some handwork, which also minimized impacts. The MAP Team accepted this project approximately 67 days before the contract advertisement in an attempt to avoid a delay. Permit actions on this project included review and authorization by the Corps, WDFW, and Ecology. The application was received on March 1, 2004. The authorization of the critical path permit occurred on April 13, 2004. Permits for this project were acquired 21 days before contract advertisement.

5. *SR 20, Monkey Hill Road to Troxell Road*

This project is located in Island County. The project addresses needed safety improvements due to the number and severity of accidents occurring in this section of SR 20. The project will address these needs by alignment, widening, channelization, and illumination of the roadway. The design resulted in unavoidable impacts to an isolated wetland. Permit actions included review and authorization by the Corps and Ecology. The complete application was received on April 30, 2004. Permit authorization(s) on this project were delayed due to the introduction of new Corps permit application requirements under the 9th Circuit Court "Talent Decision." The critical path permit, a Corps NWP, was approved on July 15, 2004. Permits for this project were acquired 184 days before contract advertisement.

6. *SR 9, Junction 56th St. S.E. and 42nd St. N.E. Intersection Improvements*

The goal of this project is to enhance intersection traffic operations and reduce the number and severity of accidents at two intersections on SR 9. These improvements required minor fills to wetlands adjacent to these intersections. The 56th St. intersection acquired permits under a separate

project. Permit actions for the 42nd St. intersection included review and authorization by the Corps and Ecology. On June 28, 2004, a complete application was received. The completion of permit authorization(s) on this project occurred on August 9, 2004, which was 183 days before contract advertisement.

7. ***SR 161, Jovita Blvd. to S. 360th St./Milton Road***

This project will widen the roadway to five lanes, which will improve traffic operation and reduce the number and severity of accidents occurring in the project vicinity. Due to impacts to wetlands and the removal of a fish passage barrier, this project included actions by the Corps, WDFW, Ecology, and King County Department of Development and Environmental Services. The complete application was received on August 9, 2004. Project permit decisions were delayed because of complications related to the “Talent Decision” and design problems associated with the fish passage design at a culvert that was included as mitigation on the project. The critical path permit(s), a Corps NWP and a King County Clearing Permit, were completed on September 16 and 27, 2004. Receipt of project permits occurred at the time of contract advertisement. In order to avoid a delay, the MAP Team member agencies worked together to make draft conditions available to the design team for incorporation into contract language and to reduce the potential for problems in construction.

8. ***SR 24, I-82 to Riverside Road***

The project’s goal is to improve the level of service and reduce the number and severity of accidents from Interstate 82 in Yakima to Riverside Road. This project includes two additional travel lanes in addition to providing a bike and pedestrian path. A new bridge crossing the Yakima River will be built to accommodate a future interagency floodplain restoration project. WSDOT’s design greatly reduced impacts to adjacent wetlands and provided enhanced fish passage at a culvert under SR 24. Permit actions on this project included review and authorization by the Corps, WDFW, and Ecology. A complete application was received on June 22, 2004. The completion of permit authorization(s) on this project was subject to non-critical delays from a SEPA challenge. The critical path permit, a Corps NWP, was completed on September 15, 2004. Permits for this project were acquired 146 days before an accelerated contract advertisement.

9. ***SR 202, Fall City Vicinity Bank Erosion***

The purpose of this project is to address a failing highway embankment on the Snoqualmie River near Fall City in King County. On August 9, 2004 WSDOT designers met with the MAP Team to discuss conditions, which would modify the design in a way that minimized the risk of non-compliance by eliminating in-water work and subsequently, the need for many environmental permits. WSDOT documented these commitments by agency letter on August 10, 2004. Permits were finalized within two weeks of the Project Coordination Meeting, avoiding a potential one-year delay and allowing the project to meet an August 23, 2004 contract advertisement.